

# **Civil Air Patrol**

## **Cessna-182T– N818CP**

### **Preflight Cabin**

1. Pitot Tube Cover ... Remove. Check for blockage.
2. Hobbs & Tach ..... Check.
3. POH ..... Accessible to Pilot.
4. Weight & Balance ..... Checked.
5. Parking Brake ..... Set.
6. Control Wheel Lock ..... Remove.

### **WARNING**

**When the master switch is on, using an external power source, or manually rotating the propeller, treat the propeller as if the magnetos switch were on. Do not stand, nor allow anyone else to stand, within the arc of the propeller since a loose or broken wire, or a component malfunction could cause the engine to start.**

7. Ignition Switch ..... Off.
8. Avionics Master Switch ..... Off.
9. Master Switch ..... On.
10. Fuel Quantity Indicators..... Check Quantity and Ensure Low Fuel Annunciators (L Low Fuel R) are Extinguished.
11. Avionics Master Switch ..... On.
12. Avionics Cooling Fan..... ..Check Audibly For Operation.
13. Avionics Master Switch ..... Off.
14. Static Pressure Alternate Source Valve..... Off.
15. Annunciator Panel Switch.....Place And Hold In TST Position and ensure all annunciators illuminate.
16. Annunciator Panel Test Switch.. ...Release. Check that appropriate annunciators remain on.

### **Note**

When Master Switch is turned ON, some annunciators flash for approximately 10 seconds before illuminating steadily. When panel TST switch is toggled up and held in position,

all remain lights will flash until the switch is released.

17. Fuel Selector Valve..... Both.
18. Flaps ..... Extend.
19. Pitot Heat... ..On. (Carefully check that pitot tube is warm to the touch within 30 seconds).
20. Stall Warning ..... Check.
21. Pitot Heat..... Off.
22. Master Switch ..... Off.
23. Trim Controls ..... Neutral.
24. ALT STATIC AIR Valve ..... Off.
25. Fire Extinguisher..... Verify green.

### **Preflight Empennage**

1. Baggage Compartment Door .....CHECK latched, lock with key.
2. Rudder Gust Lock ..... Remove.
3. Tail Tie-Down ..... Disconnect.
4. Control Surfaces..Check freedom of movement and security.
5. Trim Tab.....Check security.
6. Antennas ..... Check for security of attachment and condition.

### **Preflight Right Wing trailing edge**

1. Aileron ..... Check.
2. Flap ..... Check.

### **Preflight Right Wing**

1. Wing Tie Down.....Disconnect.
2. Fuel Tank Vent Opening ..Check for blockage.
3. Main Wheel Tire.....Check proper inflation and condition.
4. Fuel Tank Sump Quick Drain Valves ..Drain at least a cupful of fuel from each sump location to check for water, sediment, and proper fuel grade before each flight and after refueling. If water is observed, take further samples until clear and then gently rock wings and lower tail to the ground to move any additional contaminants to the sampling points. Take repeated samples from **all** fuel drain points until **all** contamination has been removed.

If contaminants are still present, refer to Warning below and do not fly.

### **See Fuel Contamination Warning in the POH.**

5. Fuel Quantity .....Check Visually.
6. Fuel Filler Cap ..... Secure and Vent Unobstructed.

### **Nose**

1. Static Source Opening .....Check for blockage.
2. Fuel Strainer Quick Drain ....Drain at least a cupful.
3. Engine Oil Dipstick ... Check oil level and secure. (4 qt min., 9 qt for extended flights)
4. Engine Cooling Air Inlets .....Clear.
5. Propeller & Spinner ..... Check.
6. Air Filter ..... Check.
7. Nosewheel Strut and Tire ..... Check.
8. Towbar.....Removed and Stowed.
9. Static Source Opening ..... Check.

### **Preflight Left Wing**

1. Wing Tie-down ..... Disconnect.
2. Left Fuel Quantity ....Visually Check.
3. Fuel Filler Cap ..... Secure & Vent unobstructed.
4. Fuel Tank Sump Quick Drain Valves ..Drain at least a cupful of fuel from each sump location to check for water, sediment, and proper fuel grade before each flight and after refueling.
5. Main Wheel Tire ..... Check proper inflation and condition.

### **Preflight Left Wing Leading Edge**

1. Fuel Tank Vent Opening ..Check for blockage.
2. Stall Warning Opening ..... Check.
3. Landing/Taxi light(s) ..... Check.

### **Preflight Left Wing Trailing Edge**

1. Left Aileron ..... Check.
2. Left Flap ..... Check.

### **PASSENGER BRIEF**

1. Seat Belts / Shoulder Harness
2. Personal Electronic Devices off
3. Air Vents / Comfort
4. Fire Extinguisher Location / Operation
5. Emergency Procedures & Exits

### **MISSION BRIEF**

1. Mission Objective
2. Destination, WX, Route, Alt, ETE
3. NOTAMS
4. Crew Coordination & CRM
5. Sterile Cockpit Procedures
6. Cockpit Layout
7. Intercom & Radio Usage
8. Seats, Seatbelts, Doors
9. Emergency Action & Equipment

### **Before Starting Engine**

1. Preflight Inspection .....Complete.
2. Passenger Brief .....Complete.
3. Seats / Belts / Shoulder Harness .....Adjust and lock, check initial reel (front & rear).
4. Brakes ..... Test & Set.
5. Circuit Breakers .....Check In.
6. Electrical Equipment..... Off.  
**Caution (See Complete Caution in POH)**  
**The avionics switch (Bus 1 and 2) must be off during engine start ....**
7. Avionics Master Switch..... Off.
8. Cowl Flaps ..... Open.
9. Fuel Selector .....Both.
10. Avionics Circuit Breakers.....Check In.

### **Starting Engine (Using Battery)**

1. Throttle Control..... Open ¼ Inch.
2. Propeller Control.....High RPM.
3. Mixture Control .....Idle Cut Off.
4. Propeller Area..... Clear.
5. Master Switch ..... On.
6. Flashing Beacon & Nav Lights .. On.
7. Auxiliary Fuel Pump..... On.
8. Mixture. Advance to full rich until the fuel flow just starts to rise, then return to Idle Cut Off position.
9. Auxiliary Fuel Pump..... Off.

### **Note**

If engine is warm, omit priming procedure of steps 6, 7 and 8 above.

10. Ignition Switch ..... Start.

11. Mixture....Advance to full rich when engine starts.

*Note*

*If the engine floods, place the mixture in Idle Cut Off, open the throttle control ½ to full, and crank engine. When the engine fires, advance mixture to the Full Rich position and retard the throttle promptly.*

12. Oil Pressure..... Check.
13. Avionics Master Switch ..... On.
14. Radios ..... On.
15. Flaps..... Retract.
16. ATIS / AWOS ..... Copy.

### **Taxi**

1. Mixture Control....Lean as required.
2. Brakes.....Test.
3. Heat / Vents / Defrost..As Required.
4. Attitude Indicator Verify Proper Ops.
5. Turn Coordinator..... Verify Ops.
6. H.I. & Compass.. Verify Proper Ops.
7. Fuel Selector Valve..Check & Set to Both.

### **Before Takeoff - Run-Up**

1. Parking Brake ..... Set.
2. Passenger Seat Backs...Most upright position.
3. Seats and Seat Belts..Check Secure.
4. Cabin Doors.....Closed and Locked.
5. Flight Controls..... Free & Correct.
6. Flight Instruments .....Check & Set.
7. Fuel Quantity..... Check.
8. Mixture ..... Rich.
9. Fuel Selector Valve.. Recheck Both.
10. Elevator & Rudder Trim..... Set for Take Off.
11. Throttle ..... 1800 RPM.
  - Magnetos Switch. Check (RPM drop 155 or 50 differential between magnetos.)
  - Prop Control..Cycle from high to low RPM, return to high RPM (full in).
  - Vacuum Gauge..... Check.
  - Engine Instrument and Ammeter ..... Check.
12. Annunciator Panel.... Ensure none are illuminated.

13. Throttle ..... Check Idle.
14. Throttle ..... 1000 RPM or less.
15. Throttle Friction Lock..... Adjust.
16. Strobe Lights ..... As Desired.
17. Radios & Avionics..... Set.
18. NAV/GPS Switch ..... Set.
19. Autopilot.....Off.
20. Wing Flaps Set for Takeoff (0°-20°)
21. Cowl Flaps.....Open.
22. Brakes ..... Release.

### **Takeoff**

1. Flaps ..... 0°-20°.
2. Power ..... Full Throttle & 2400 RPM.
3. Mixture Control....Rich, (mixture may be leaned to Maximum Fuel Flow placard value).
4. Elevator Control...Lift Nose Wheel at 50-60 KIAS.
5. Climb Speed.....70 KIAS (flaps 20°)  
80 KIAS (flaps 0°).
  - Short Field T.O..... 20° Flaps / 60 KIAS Until Clear.
  - Soft Field T.O. 20° Flaps / Ground Effect ASAP.
6. Wing Flaps ..... Retract slowly after reaching safe altitude and 70 KIAS.

### **Normal Climb**

1. Airspeed ..... 85-95 KIAS.
2. Power .....23 Inches or Full Throttle (whichever is less) and 2400 RPM.
3. Propeller Control ..... 2400 RPM.
4. Mixture.....15 GPH or Full Rich (whichever is less).
5. Fuel Selector Valve ..... Both.
6. Cowl Flaps .....Open as required.

### **Cruise**

1. Power ..15-23 In. & 2000-2400 RPM (no more than 80%).
2. Elevator & Rudder Trim..... Adjust.
3. Mixture ..... Lean.
4. Cowl Flaps ... Closed or as required.

### **Descent**

1. Power ..... As Desired.
2. Mixture ..... Enrich as required.
3. Cowl Flaps ..... Closed.
4. Altimeter ..... Set.

5. NAV/GPS Switch .....Set.
6. Fuel Selector valve .....Both.
7. Wing Flaps ..... As Desired.

### **Before Landing**

1. Pilot and Passenger Seat Backs ... Most Upright Position.
2. Seats & Seat Belts .....Secured & Locked.
3. Fuel Selector .....Both.
4. Mixture Control .....Rich.
5. Propeller .....High RPM.
6. Landing/Taxi Lights ..... On.
7. Autopilot..... Off.

### **Normal Landing**

1. Airspeed ...70-80 KIAS (Flaps Up).
2. Wing Flaps ..... As Desired.
3. Airspeed ..60-70 KIAS (Full Flaps).
4. Power...Reduce to idle as obstacle is cleared.
5. Trim ..... Adjust.
6. Touchdown..... Main Wheels First.
7. Landing Roll..... Lower Nosewheel Gently.
8. Braking .....Minimum Required.

### **Balked Landing**

1. Power ...Full Throttle & 2400 RPM.
2. Wing Flaps ..... Retract to 20°.
3. Climb Speed.....55 KIAS.
4. Flaps..Retract slowly after reaching a safe altitude and 70 KIAS.
5. Cowl Flaps..... Open.

### **After Landing (Clear of Runway)**

1. Wing Flaps ..... Up.
2. Cowl Flaps..... Open.
3. Lights ..... As Required.
4. Transponder .. GND/STBY & 1200.
5. Mixture..... Lean.
6. Pitot Heat..... Off.

### **Securing Aircraft**

1. Parking Brake.....Set.
2. Throttle ..... Idle.
3. Electrical Equipment..... Off.
4. Avionics Master Switch ..... Off.
5. Autopilot..... Off.
6. Magnetos..... Check for Ground.

7. Mixture ..... Idle Cut Off.
8. Ignition Switch..... Off.
9. Master Switch ..... Off.
10. Control/Avionics Lock ..... Install.
11. Parking Brake ..... Off.
12. Cowl Flaps .....Closed.
13. Fuel Selector ..... Left or Right.
14. Aircraft..... Secured & Locked.
15. Flight Plan .....Closed.

This checklist is a guide to coordinate Pilot Operating Handbook and STC data applicable to this particular aircraft only. The applicable Pilot Operating Handbook and STC installations remain the official documentation for this aircraft. The pilot in command is responsible for complying with all items in the Pilot Operating Handbook and applicable STCs. I certify this checklist has been reviewed for accuracy.

---

Wing Director of Maintenance	Date
------------------------------	------

## **EMERGENCY PROCEDURES**

### **C-182T N818CP**

#### **Engine Failure During Takeoff Roll**

1. Throttle Control.....Idle.
2. Brakes ..... Apply.
3. Wing Flaps ..... Retract.
4. Mixture Control ...Idle Cut-Off.
5. Ignition Switch ..... Off.
6. Master Switch ..... Off.

#### **Engine Failure Immediately After Takeoff**

1. Airspeed .....  
75 KIAS (Flaps Up).  
70 KIAS (Flaps Down).
2. Mixture.....Idle Cut-Off.
3. Fuel Selector Valve.....Push down and rotate To Off.
4. Ignition Switch ..... Off.
5. Wing Flaps ..As required (Full Recommended).
6. Master Switch ..... Off.
7. Cabin Door ..... Unlatch.
8. Land ..... Straight Ahead.

#### **Engine Failure During Flight (Restart Procedures)**

1. Airspeed .....75 KIAS (best glide speed).
2. Fuel Selector Valve.....Both.
3. Aux. Fuel Pump Switch .. On
4. Mixture..... Rich
5. Ignition Switch .....Both (or Start if propeller is stopped)

##### **Note**

If propeller is windmilling, engine will restart automatically within a few seconds. If propeller has stopped (possible at low

speeds), turn ignition switch to Start, advance throttle slowly from idle, and lean the mixture from full rich, as required to obtain smooth operation.

6. Aux. Fuel Pump Switch..... Off

##### **Note**

If the fuel flow indication immediately drops to zero, signifying an engine-driven fuel pump failure, return the auxiliary fuel pump switch to On.

#### **Emergency Landing Without Engine Power**

1. Passenger Seat Back..... Most Upright Position.
2. Seats and Seat Belts..Secure.
3. Airspeed.....  
75 KIAS (Flaps Up).  
70 KIAS (Flaps Down).
4. Mixture Control ...Idle Cut-Off.
5. Fuel Selector Valve..... Push Down and Rotate to Off.
6. Ignition Switch ..... Off.
7. Wing Flaps ..... As req. (Full Recommended).
8. Master Switch ..... Off (when landing is assured).
9. Doors.....Unlatched Prior To Touchdown.
10. Touchdown.Slightly Tail Low.
11. Brakes .....Apply Heavily.

#### **Precautionary Landing With Engine Power**

1. Passenger Seats ... Most Upright Position.
2. Seats and Seat Belts..... Secure.
3. Airspeed .....75 KIAS.
4. Wing Flaps ..... 20°.

5. Selected Field....Fly Over, noting terrain and obstructions, then retract flaps upon reaching a safe altitude and airspeed.
6. Avionics Master Switch.....Off.
7. Electrical Switches.....Off.
8. Wing Flaps ..... Full (on final approach).
9. Airspeed .....70 KIAS.
10. Master Switch .....Off.
11. Doors..... Unlatch Prior To Touchdown.
12. Touchdown.... Slightly Tail Low.
13. Mixture .....Idle Cut Off.
14. Ignition Switch .....Off.
15. Brakes ..... Apply Heavily.

#### **Ditching**

1. Radio.....Transmit Mayday on 121.5, giving location and intentions and Squawk 7700.
2. Heavy Objects (in baggage area) Secure Or Jettison (if possible).
3. Passenger Seat Backs ..... Most Upright Position.
4. Seats and Seat Belts..... Secure.
5. Wing Flaps .....20° to Full.
6. Power .....Establish 300 Ft/Min descent at 65 KIAS.

##### **Note**

If no power is available, approach at 70 KIAS with flaps up or at 65 KIAS with 10° of Flaps.

7. Approach  
High winds, Heavy Seas .....Into the Wind.  
Light winds, Heavy Swells..... Parallel to Swells.
- 8.Cabin Doors .....Unlatch.
9. Touchdown.....Level Attitude At Established Rate-Of-Descent.

10. Face .....Cushion at touchdown with folded coat.
11. ELT ..... Activate.
12. Airplane ..... Evacuate through cabin doors. If necessary, open window and flood cabin to equalize pressure so doors can be opened.
13. Life Vests and Raft ..... Inflate When Clear Of Airplane.

#### **Fire During Start On Ground**

1. Cranking.....Continue to get a start which would suck the flames and accumulated fuel into the engine.

##### **If Engine Starts:**

2. Power ..... 1700 RPM for a few minutes.
3. Engine... Shut Down and inspect for damage.

##### **If Engine Fails To Start:**

4. Throttle..... Full Open.
5. Mixture Control.... Idle Cut-Off.
6. Cranking..... Continue.
7. Fuel Selector Valve ..... Push Down and Rotate to Off.
8. Auxiliary Fuel Pump ..... Off.
9. Fire Extinguisher ..... Obtain.
10. Engine ..... Secure.
  - a. Master Switch ..... Off.
  - b. Ignition Switch..... Off.
11. Parking Brake.....Release.
12. Airplane ..... Evacuate.
13. Fire..... Extinguish using fire extinguisher, wool blanket, or dirt.
14. Fire Damage ..... Inspect.

### Engine Fire in Flight

1. Mixture ..... Idle Cut Off.
2. Fuel Selector Valve ..... Push Down and Rotate to Off.
3. Auxiliary Fuel Pump Switch Off.
4. Master Switch ..... Off.
5. Cabin Heat and Air ..... Off (except overhead vents).
6. Airspeed ..... 100 KIAS. (If fire is not extinguished, increase glide speed to find an airspeed, within airspeed limitations, which will provide an incombustible mixture).
7. Forced Landing ..... Execute. Refer to Emergency Landing Without Power.

### Electrical Fire in Flight

1. Master Switch ..... Off.
2. Vents/Cabin Air/Heat.. Closed.
3. Fire Extinguisher ..... Activate.
4. Avionics Master Switch ..... Off.
5. All Other Switches (except ignition switch) ..... Off.

#### Warning

After The Fire Extinguisher Has Been Used, Make Sure That The Fire Is Extinguished Before Exterior Air Is Used To Remove Smoke From Cabin.

6. Vents/Cabin Air/Heat ..... Open when it is ascertained that fire is completely extinguished.
- If fire has been extinguished and electrical power is necessary for Continuance of flight to nearest suitable airport or landing area.
7. Master Switch ..... On.

8. Circuit Breaker.. Check for faulty circuit, do not reset.
9. Radio Switches ..... Off.
10. Avionics Master Switch ..... On.
11. Radio/Electrical Switches ... On one at a time, with delay after each until short circuit is localized.

### Cabin Fire

1. Master Switch ..... Off.
2. Vents/Cabin Air/Heat ... Closed (to avoid drafts).
3. Fire Extinguisher ..... Activate.

See Warning Under Electrical Fire in Flight.

4. Vents/Cabin Air/Heat ..... Open when it is ascertained that fire is completely extinguished.
5. Land the airplane as soon as possible to inspect for damage.

### Wing Fire

1. Land/Taxi Light Switches.. Off.
2. Navigation Light Switch .... Off.
3. Strobe Light Switch ..... Off.
4. Pitot Heat Switch ..... Off.

#### Note

Perform a sideslip to keep the flames away from the fuel tank and cabin. Land as soon as possible using flaps only as required for final approach and touchdown.

### Inadvertent Icing Encounter

1. Turn pitot heat switch ON.
2. Turn back or change altitude to obtain an outside air temperature that is less conducive to icing.
3. Pull cabin heat control full out and rotate defroster control

clockwise to obtain maximum defroster airflow.

4. Increase engine speed to minimize ice build-up on propeller blades.
5. Watch for signs of induction air filter icing. An unexplained loss of manifold pressure could be caused by ice blocking the air intake filter. Adjust the throttle as desired to set manifold pressure. Adjust mixture, as required, for any change in power settings.
6. Plan a landing at the nearest airport. With an extremely rapid ice build up, select a suitable "off airport" landing site.
7. With an ice accumulation of ¼ inch or more on the wing leading edges, be prepared for significantly higher stall speed.
8. Leave wing flaps retracted. With a severe ice build up on the horizontal tail, the change in wing wake airflow direction caused by wing flap extension could result in a loss of elevator effectiveness.
9. Open left window and, if practical, scrape ice from a portion of the windshield for visibility in the landing approach.
10. Perform a landing approach using a forward slip, if necessary for improved visibility.
11. Approach at 80 to 90 KIAS depending upon the amount of accumulation.
12. Perform a landing in level attitude.

### Ditching

1. Radio ..... Transmit Mayday on 121.5 giving location and intentions and squawk 7700.
2. Heavy Objects (in baggage area) Secure or Jettison (if possible).
3. Passenger Seat Backs .. Most Upright Position.
4. Seats and Seat Belts .. Secure.
5. Wing Flaps ..... 20° to Full.
6. Power ..... Est. a 300 FPM descent at 65 KIAS.

#### Note

If no power is available, approach at 70 KIAS with flaps up or at 65 KIAS with 10° flaps.

#### 7. Approach:

- High winds, heavy seas: Into the wind.
  - Light winds, heavy swells: Parallel to swells.
8. Cabin Doors ..... Unlatch.
  9. Touchdown ..... Level attitude at established descent rate.
  10. Face.. Cushion at touchdown with folded coat.
  11. ELT ..... Activate.
  12. Airplane ... Evacuate through cabin doors. If necessary, open window and flood cabin to equalize pressure so doors can be opened.
  13. Life vests and raft ..... Inflate when clear of airplane.

**For all other Emergency Abnormal Procedures. See the POH Section 3.**

I certify this checklist has been reviewed for accuracy.

Wing Director of Maintenance      Date